



FlatChat

EARLY AMERICAN MOTORCYCLE CLUB

Issue 175

Views of correspondents may not necessarily be those of the club

December 2015



To all the members, their families, friends and supporters of the Early American Motorcycle Club we wish you all a very Merry Christmas and a very happy and prosperous New Year.

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Dedicated to the restoration and use of American made motorcycles manufactured before 1967.

Committee

Patron: Wayne Elezovich
President: Wayne Elezovich
Vice President: Rex McCrae
Secretary: Glen McAdam
Treasurer: Jeremy Bromley
Editor: Glen McAdam
Events Coordinator: Chris Geillis
Scrutineers: Bill Walton and Wayne Elezovich
Safety Coordinator: Brian Smallwood
Property Officer: Jim Merkouris
Web Master: Michael Tolj

PO Box 184, Tuart Hill, WA 6939

Club fees are \$35.00 per annum due 31 December.
Nomination Fee of \$20.00. Cheques made payable to **Early American Motorcycle Club**

Foundation members

Alan Anderson, Allan Eaton, Audrey Wood, Bill Walton, Bill White, Bob Green, Dave Bunning, Dave Pearcey, Ed Buegge*, George Wood, Graeme Davis, Graham Datson, Ian Fitzgerald, Ivor Wigley, Jeremy Bromley, John Griffin, Joseph Brajkovich, Ken Dickman, Linda Forsyth, Matthew Powell, Murray Morell, Norman Lewis*, Rod Lewis, Rex McRae, Rod Payze*, Rolf Jorgensen, Stan Butler*, Stuart Fyfe, Sue Leitch, Ward Adamson, Wayne Elezovich

*Deceased

Life Members

Rod Lewis 2009, Jeremy Bromley 2010, Ivor Wigley, 2011, Geo Wood 2011, Wayne Elezovich 2012, Glen McAdam 2014, Norm Lewis 2015.

Membership for 2016 is now due \$35 Preferred method is electronic direct deposit to:-
BSB: 066 100 Account: 1021 0659
Postal address is above.



President's Report

Hello fellow old bike addicts

Christmas is upon us again. Wow where did that year go? We had our last monthly meeting last Tuesday night. Why did I mention this? Well I would like to extend an invitation to any of you to come along to a Committee meeting for a chat, a look see and to put in your two cents worth. Also if you have a prospective member please bring them along to a meeting - just give a committee member a call and they will give you the details.

We have an end of year run/get together at Garvey Park on Sunday. It would be nice to have as many members and families along as possible. Invite prospective members too. Chris has organised a "mystery ride" prior to the lunch time get together so you can stretch the bikes legs one last time before the Xmas rush. BYO food and bevies. There is a shop on site so if you are running solo you can get something there.

Another thing I wanted to touch on this issue was safety. I know we harp on about it all the time and most of us desensitise to some extent because our workplaces shove it down our throats as well, but please keep in mind that it's the silly season and school holidays as well so when you are out riding take extra care as most of the drivers will be more distracted than usual - and those Subiaco tractors really hurt when they hit you.

So be safe, have a good Christmas break and I hope the fat guy in red brings you a nice new Indian.

Best wishes from all of your committee folk.

Wayne
EAMC President
DAM and member #2

elezresources@bigpond.com



Norm Lewis Ride

Day two of the Norm Lewis run and we were all feeling a little tired and well worn. The first day had been huge and taken a toll. Graham Hammond and I were up and around at about 5am which is a great time to beat the masses to the showers. Most of the camp was up and around by about 6.30, probably from the anticipation of the days riding, but for me I was looking forward to a Dome brekky; bacon and eggs and a huge cappuccino was what had me excited.

Hamish and I went for our morning walk (about 5 km) around to the yacht club and back, and I expected to see Dave, Hank and Andrew waiting for us back at camp, but no boys. Andrew's phone went straight to message so they were still riding. I messed around and gave old blue a quick clean and check over, had a look at Graham's gennie which seemed to be behaving itself and got ready for the day ahead.

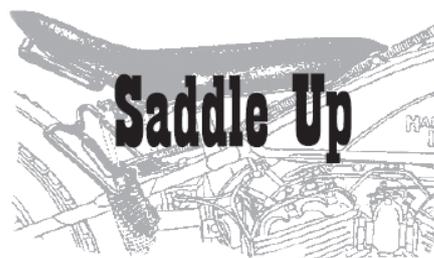
Saturdays at the hill climb weekend start with a display in the main street followed by a poker run around Albany. The display doesn't get going until 9.30 ish so we had heaps of time. At about 8 am Andrew and his wayward clan arrived having apparently spent the night in a motel about 50km out and the manager didn't unlock the bike shed until 7 so they were stuck. A quick catch-up and we all saddled up and headed for Dome.

By the time we had all eaten, fuelled up and abluted we rolled into the display just about right on 9.30. We parked the bikes and all wandered around checking out the impressive line up of bikes, both old and newish.

We managed to get a park for the truck right at the entrance and from the moment we pulled up 'til the time we left there was a crowd around Grahams 1918 board tracker; the crowd loved it. Graham spent most of the morning talking to the constant stream of punters coming to check out his beautiful bike. The rest of us wandered around looking at bikes and chatting.

Graham's bike had misbehaved again that morning so I decided to skip the poker run and check out his charging system instead. So when 11.30 came by the truck crew and I wandered back to camp and started work. When we got back to camp it seemed that most of the guys had the same idea, just bludge around camp for the day.

The gennie wasn't going to play nice so I eventually changed it out with my spare and then did some test / scenic rides around the bay (very nice). A quick check of all of the Chiefs and the hill climber then settled in for a quiet bevvy. A couple of the guys went touring for a few hours and a few had nanna naps. So all in all it was a good day.



We have had an eventful year. A sad one with the passing of Norm but also a successful one riding wise. Please note Brian and Wayne's comments about safe riding. I will add to them by restating the need to get right off the road if we stop for a leg stretch during a ride. Motorists have become distracted by staring at our magnificent machines and they risk running off the road. So please get way off the road if we stop along the way.

Please consider getting your registration forms for the Bunbury Two day into the IHC asap. The IHC has assured us that our members will depart from the club rooms consecutively.

We would love to see you all next Sunday at Garvey Park down by the river. It is at the end of Fauntleroy St in Ascot-just off Gt Eastern Hwy. There will be a ride commencing at 8.30am at the BP truck stop 549 Abernethy Road Kewdale. We aim to be at Garvey Park by 11.30am.

Cheers Chris.



Ride Calendar

Dec.13th 2015 - Our yearly wind up destination will be the same as last year, Garvey park on the Swan River. Fauntleroy Ave Ascot.

BBQ's are available and for those who wish to keep it simple you can bring goodies in an Esky. There is also a kiosk on site.

A chair or two in the boot is handy; eat and chat and head off when you feel the need.

Wives, partners and kids are a necessity, especially if you are biking there after a morning ride, starting from BP Truck stop 549 Abernethy Road Kewdale at 8.30am.

January - No scheduled event nor Committee meeting.

Feb 21st 2016 - Bike examination (morning only) plus ride. Meet at 8 am Caltex Midland for ride or go straight to Wayne's in Stoneville for a 10 am inspection. Inspections finish at 12pm so please don't come after midday.

March 12th / 13th 2016 - Indian Harley club of Bunbury Two Day Rally. Get registration forms in asap. Forms available online.

April 3rd - Pop's run (Brian Smallwood's run.)

April 30th - Bunbury IHC Pre 48 overnight ride to Quindanning. Register asap. Contact Hamish for details.

Other Events (optional)

Feb 21st 2016 - Alternatively you could attend the Northam Swap Meet.



Safety Report

When Cecil Kimber of Morris Garages fame commenced designing and building MG cars, specifically sport cars, the famous *MG* Octagon badge saw the light of day and at the same octagonal table meeting they came up with the now well-known catch cry of *Safety Fast*. This very famous badging and branding ran long and hard for many decades. It is interesting that back then the safety factor was considered worthy of building a brand on.

Have we the human race (in general on the safety front) made much progress since that time? Obviously the answer is a resounding 'YES YES three cheers'. No need to elaborate. But have we managed to completely address the human element impacting on what progress we have actually achieved in the past 100 years or so? In fact with all the gadgets and gizmos maybe the distraction factor is much greater than ever. Perhaps in this sense the steps have been somewhat backwards.

Rob mentioned at our recent committee meeting about a young lass attired in a light airy dress riding a motor scooter and generating her own Marilyn Monroe wind vortex, causing you guessed it, a very unnerving distraction to the average innocent male driver or rider.

A distraction of a different sort, but, of the type we encounter every day. I know I do and it is hard to concentrate, to concentrate, to concentrate, (whoops I better close the window over my desk as a jogger—definitely not male, just went past and I found it hard to concentrate. Damn she had nice Nikes. Thank crikey I was not on a motor sickle.

Now where were we —oh yes distractions of the everyday kind are on the increase and will not go away. Let's see if the fun police can regulate them out of our lives "Nah that can't happen thank crikey once again" so I guess it's up to us to make a bloody big effort to lift our game on this one. Not sure I can but I will give it my ongoing attention and bring it to the fore of my thoughts when I next throw the leg over or get behind the wheel.

Give me a nudge if you see the distraction factor kick in.

Damn there is another jogger, but it is OK the guy is wearing Reeboks. Once again it's up to you so go for it (or not) as it's your call.

Distractedly yours, a not so focused POP - but I will work on it.

Bunbury Two Day Registrations Now open

<https://ihc.wildapricot.org/event-2082638>



Committee Meeting Minutes December

Meeting held on 8 December 2015

Venue: Brian's place

Meeting opened 7.08pm

Attendees: Brian, Glen, Wayne, Chris, Jeremy, Rob, Tim.

Apologies: Barry

Minutes of previous meeting: Minutes of the November meeting read. Moved Wayne, Seconded Brian. Passed.

Business arising from the minutes. Wayne has done extensive research concerning a 4m x 4m shelter with logos. Cost printed with signage on roof and on inside and outside walls \$2580. General discussion as to whether club finances will be sufficient to cover the cost of this as well as cover our annual insurance of about \$800 and affiliation fees of \$75. We are confident that if most people renew their membership we will be able to cover this purchase.

Correspondence In:

Phillip Island World Cup Feb 2016 brochure

Comm Bank statement \$2640.64 CR

Hill Climb results. Congratulations Glen Oliver and Grahame Hammond.

Hamish sent advice notice about a Bunbury IHC Pre 48 ride30 April 2016

Correspondence out: Nil

Moved Chris, seconded Tim that the correspondence be received. Passed.

Business arising from the correspondence: Nil

Treasurer's Report:

Account balance \$2640.64 CR Fees are now due. See front of magazine for electronic deposit details.

Caps are available for purchase \$15. Polo shirts are available in a variety of sizes.

\$32.50

Business arising from the Treasurer's report:

The shelter is a big expense but worthwhile. With membership fees paid we should be able to cover the upcoming insurance and CMC affiliation fees. The Committee voted in favour of purchasing a shelter as described by Wayne.

Safety Officer's Report: Don't become distracted.

Ride Coordinator's Report:

Christmas Ride and picnic this Sunday. Registration is urged for The Bunbury Two day. Registering early may enable us to depart the club rooms consecutively. Hamish has advised the club of a Pre 48 overnighter to Quindanning 30 April next year. Contact him for details. Arthur Grady event is Saturday 28 May 2016. See Saddle up for details.

General Business

Georg Lutzenberger from Germany was recently in Perth to purchase Rob's 1929 JD Harley. He is an electrical engineer and he has invented a rely device for a Harley that will prevent a gel battery overheating due to too much current going into it. By installing his cut out relay and removing one brush from the generator you can extend the life of globes and prevent the gel battery from exploding. Rob Veitch is the Australian distributor for this device.

Meeting closed at 8.05pm

Next meeting: Tuesday 9 February at Glen's place. 1 Milford Place Nollamara 6061 0438229957.

Please note: all club members are invited to attend Committee meetings.

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Thor Motorcycles

The 1914 Thor motorcycle was from a company that played an instrumental role in the early years of motorcycle history, not for its machines as much as its engines. In fact, many early motorcycle manufacturers got their start mounting Thor power plants in frames of their own choosing.



The 1914 Thor is a fine example of early motorcycle design, though the company would stop building motorcycles after 1917.

Owned by the Aurora Automatic Machinery Company, Thor began building engines for Indian in 1902. Later clients of note included Reading Standard and Sears, along with a host of lesser-known makes.

When the contract with Indian ran out in 1907, Thor began building its own motorcycles.

Early examples used a version of the Indian-designed single Thor had been producing for five years and when Thor introduced its first V-twin in 1910, it was essentially the same engine with another cylinder bolted to the cases.

But unlike most such designs, it was tilted forward so that the rear cylinder stood straight up, leaving room behind for the magneto and carburetor.

By 1913, Thor had introduced a new V-twin of its own design and this one was mounted in the conventional manner. Displacing 76 cubic inches, it enjoyed some racing success, but was always in the shadows of Indian and Harley-Davidson on the track.

Like so many other manufacturers of the period, Thor eventually succumbed to a competitive environment. Its last motorcycles were built in 1917 after which the parent company concentrated on power tools and appliances.



Thor enjoyed some racing success, but it was always in the shadow of Indian and Harley-Davidson.

The 1914 Thor motorcycle was a good example of a transitional design, tipping the scales more toward a real motorcycle and away from the motorized bicycles that had typified motorcycle design earlier in the century.



The 1914 Thor was available in single and two-speed drive, the latter shown here with two speed drive.



The V-twin engine was of conventional intake-over-exhaust layout, but Thor ran the intake pushrods between the cylinder fins.



Thor's name was stylishly painted

New Club Polo Shirt

They are pretty stylish and combine all our club colours in one shirt. They are the same price as an ordinary T shirt.

The embroidered logo is the same as on our club cap and is 50% larger. They are made from Drivewear and are priced at \$32.50. Get yours today.

Contact a committee member.

These would make a great Christmas present.

Buy a matching cap too..... \$15



Early American motorcycle Club.